

## THE MILITARY CARRIAGE OF NAPOLEON BUONAPARTE.

*Taken after the Battle of Waterloo.*

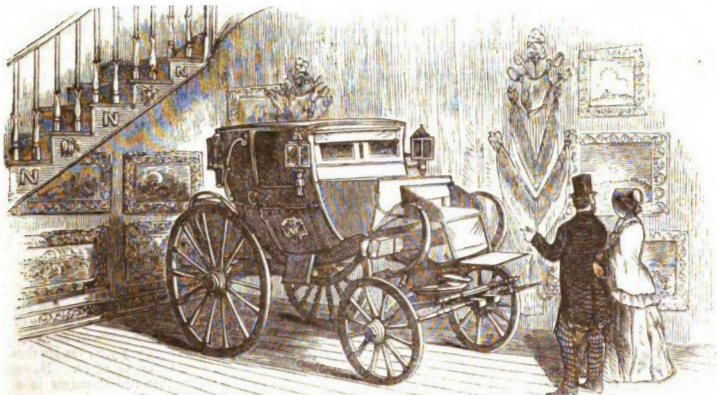
NAPOLEON's carriage, captured at Genappe, after the battle of Waterloo, will always be an object of considerable interest. This celebrated carriage, as no doubt most of our readers are aware, forms part of the very interesting exhibition of Madame Tussaud and Sons, at their Bazaar, in Baker Street, Portman Square, London. To prevent any doubt existing in the minds of the curious as to the authenticity of the carriage, it is stated, that it was sold by permission of the British government, to Mr. Bullock, late proprietor of the Egyptian Hall, Piccadilly. After being exhibited by this gentleman throughout the principal cities and towns in the United Kingdom, it changed hands two or three times, and was eventually purchased by Madame Tussaud, from Mr. Jeffreys, a respectable coach-maker in Gray's-Inn-road, in 1842. It was originally built in Brussels, in 1812, and carried the emperor to Moscow, in the disastrous expedition to Russia; it afterwards carried him to Dresden, and brought him back a second time to France. After the surrender of Paris, it bore him to the shores of the Mediterranean, and was shipped with him for Elba: it was the only vehicle Napoleon ever used there: it formed his only accommodation in his triumphant

journey to Paris, in his bold attempt to regain his throne. When he departed to join his armies in the North of France, the carriage again accompanied him, and in it his political career terminated, in his flight from Waterloo!

Its construction and fitting-up is ingenuity itself. The exterior is in many respects like an old-fashioned English chariot, the colour is dark blue, and the imperial arms are on the panels of the doors. It has a lamp at each corner of the roof, and one at the back, which throws a strong light into the interior. The driver's seat is so placed as to prevent him from observing anything inside the carriage, and affords the persons within the opportunity of viewing the surrounding country. The panels are bullet-proof.

the springs are of immense strength, and the wheels are also very powerfully made. The interior is so arranged as to form a kitchen, bed-room, a dressing-room, office, and eating-room. Beneath the driver's seat is a bedstead of polished steel; a small mahogany case, about 10 inches square, formed the writing desk of the emperor; the liquor case is also of mahogany, and contained two bottles, one of them has the rum in it still which was found at the capture. There are also many small compartments for maps and telescopes, and on the ceiling is a net work for carrying travelling requisites. The doors have locks and bolts, which close with springs; and outside each window is a canvass blind for the purpose of excluding rain, snow, and observation.

Concerning the capture of this famed vehicle, a few words may not be out of place here. A body of Prussian troops, under the command of Major Von Keller, were in pursuit of the flying French on the night of the eventual 18th June, 1815. At the entrance of a small village, called Genappe, the Prussians fell in with the travelling carriage of Buonaparte, drawn by six horses. Major Von Keller having in vain ordered the postilion to halt, his troops attacked the carriage, and in the conflict the postilion and the two front horses were slain. The major then cut down the coachman, and forced open the door of the carriage. At the same moment he observed Buonaparte mounting a horse at the opposite side. In his haste, Napoleon let fall his hat, sword, and cloak, which were sent to Blucher the next morning. The Major then took possession of the carriage, and afterwards brought it to England himself. Diamonds to a very great amount were discovered in the carriage at the time of its capture; together with several services of gold and silver plate, bearing the imperial arms, and engraved with the favourite "N."



NAPOLEON'S CARRIAGE—